

AMENDMENTS TO THE CLAIMS:

1. (Cancelled)
2. (Previously Presented) The wheel hub of claim 8, wherein the sleeve bolting flange includes a set of bolt holes aligned with the first set of mounting holes.
3. (Original) The wheel hub of claim 2, wherein the wheel-mounting flange extends radially beyond the sleeve bolting flange.
4. (Cancelled)
5. (Previously Presented) The wheel hub of claim 8, wherein the wheel-mounting flange extends radially beyond the sleeve bolting flange.
6. (Currently Amended) The wheel hub of claim 8, wherein a brake component is positioned in part between the sleeve bolting flange and the wheel-mounting flange ~~are spaced apart when mounted to a brake component to receive the brake component there between when the wheel mounting flange and the brake component are mounted to the sleeve bolting flange.~~
7. (Cancelled)

8. (Currently Amended) A wheel hub for a vehicle having an axle and a wheel, the hub comprising:

a sleeve rotatably mounted on the axle, the sleeve having an outer surface and a sleeve bolting flange radially extending from the outer surface; and

a first wheel-mounting flange removably mountable to the sleeve and substantially surrounding the sleeve when mounted to the sleeve, the first wheel-mounting flange having a first set of mounting holes for bolting the first wheel-mounting flange to the sleeve bolting flange and a second set of mounting holes for bolting ~~the~~ a wheel to the first wheel-mounting flange, the second set of mounting holes having a first configuration and being radially more distant from the sleeve than the first set of mounting holes;

a second wheel-mounting flange removably mountable to the sleeve and substantially surrounding the sleeve when mounted to the sleeve, the first and second wheel mounting flanges being interchangeably mounted to the sleeve, the second wheel mounting flange having a first set of mounting holes for bolting the second wheel-mounting flange to the sleeve bolting flange and a second set of mounting holes for bolting a wheel to the second wheel-mounting flange, the second set of mounting holes having a second configuration different than the first configuration and being radially more distant from the sleeve than the first set of mounting holes; and

wherein the sleeve includes a radially extending bolting lug and the first and second wheel-mounting flange includes flanges each include an inner edge with defining a cavity large enough to receive the bolting lug.

9. (Cancelled)

10. (Previously Presented) The wheel mounting assembly of claim 15, wherein the wheel-mounting flange has a first set of mounting holes for bolting the wheel-mounting flange to the sleeve bolting flange and a second set of mounting holes for bolting the wheel to the wheel-mounting flange, the second set of mounting holes being radially more distant from the sleeve than the first set of mounting holes

11. (Previously Presented) The wheel-mounting assembly of claim 10, wherein the brake component includes a set of bolting holes substantially aligned with the first set of mounting holes, and wherein the sleeve bolting flange includes a set of bolt holes aligned with the first set of mounting holes of the wheel-mounting flange and the set of bolting holes of the brake component.

12. (Original) The wheel-mounting assembly of claim 11, wherein the second set of mounting holes of the wheel-mounting flange define a first diameter and the brake component defines a second diameter that is less than the first diameter.

13. (Cancelled)

14. (Original) The wheel-mounting assembly of claim 10, wherein the second set of mounting holes of the wheel-mounting flange define a first diameter and the brake component defines a second diameter that is less than the first diameter.

15. (Currently Amended) A wheel-mounting assembly for a vehicle having an axle and a wheel, the assembly comprising:

a sleeve rotatably mounted on the axle, the sleeve and having an outer surface, and the sleeve including a sleeve bolting flange radially extending from the outer surface and a plurality of bolting lugs extending outwardly from the outer surface;

a wheel-mounting flange substantially surrounding the sleeve and removable from the sleeve, the wheel-mounting flange including an inner edge defining a plurality of flange cavities configured to receive the plurality of bolting lugs and pass over the plurality of bolting lugs at a plurality of particular rotational positions; and

a brake component, the brake component positioned in part between the sleeve bolting flange and the wheel-mounting flange, the brake component including an inner edge defining a plurality of brake cavities configured to receive the plurality of bolting lugs and pass over the plurality of bolting lugs at a plurality of particular rotational positions;

wherein the sleeve includes a bolting lug and the wheel-mounting flange and the brake component include inner edges that pass over the bolting lug in particular rotational positions.

16. (Currently Amended) The wheel hub of claim 8, wherein each of the inner edge edges of the first and second wheel-mounting flange includes flanges include a plurality of cavities, each cavity being large enough to receive the bolting lug and pass over the bolting lug in a plurality of particular rotational positions.

17. (Currently Amended) The wheel hub of claim 16, wherein the bolting lug is one of a plurality of bolting lugs extending outwardly from the outer surface of the sleeve, the plurality of cavities of the first and second wheel-mounting flanges being large enough to receive the plurality of bolting lugs and pass over the plurality of bolting lugs at a plurality of particular rotational positions.

18. (Cancelled)

19. (Cancelled)

20. (Currently Amended) A wheel hub comprising:
a sleeve mounted on an axle, the sleeve including an outer surface and a projection extending radially outwardly from the outer surface, the projection including an outboard-most surface; and

a wheel-mounting flange substantially surrounding the sleeve and including an inner edge with a cavity large enough to receive the projection, and pass over the projection, and completely pass by the outboard-most surface of the projection in a particular rotational position.

21. (Currently Amended) The wheel hub of claim 20, wherein the inner edge of the wheel-mounting flange includes a plurality of cavities, each cavity being large enough to receive the projection, and pass over the projection, and completely pass by the outboard-most surface of the projection in a plurality of particular rotational positions.

22. (Currently Amended) The wheel hub of claim 21, wherein the projection is one of a plurality of projections extending outwardly from the outer surface of the sleeve, each of the plurality of projections having an outboard-most surface, the plurality of cavities being large enough to receive the plurality of projections, and pass over the plurality of projections, and completely pass by the outboard-most surfaces of the plurality of projections at a plurality of particular rotational positions.

23. (Previously Presented) The wheel hub of claim 22, wherein the sleeve includes a sleeve bolting flange radially extending from the outer surface of the sleeve, and wherein the wheel-mounting flange includes a first set of mounting holes for bolting the wheel-mounting flange to the sleeve bolting flange and a second set of mounting holes for bolting a wheel to the wheel-mounting flange, the second set of mounting holes being radially more distant from the sleeve than the first set of mounting holes.

24. (Previously Presented) The wheel hub of claim 20, wherein the inner edge of the wheel-mounting flange is scalloped.

25. (New) The wheel hub of claim 15, wherein the entire inner edge of the wheel-mounting flange is inboard of the plurality of bolting lugs.

26. (New) The wheel hub of claim 15, wherein the entire inner edges of the wheel-mounting flange and the brake component are inboard of the plurality of bolting lugs.